

March 6th, 2024

Jessie Carter, Manager, Service Planning & Scheduling
Regional Transportation District
1660 Blake Street
Denver, CO 80202

May 2024 Service Changes

Dear Mr. Carter,

Greater Denver Transit (GDT) has the following questions regarding May 2024 service changes and associated light rail disruption due to the downtown rail reconstruction and coping panels projects, which we understand are scheduled to start / resume on Tue May 28th this year:

1. Why are 60 minute frequencies proposed on the E and H Lines and is it one or both projects forcing this? If only one project, which one?
2. What is the maximum capacity of the Central Platte Valley and Denver Union Station infrastructure (e.g. 12 trains per hour)?
3. Was turning some D / H Line trains back at Convention Center station considered, using the crossover located west of Colfax at Auraria Station? If so, why was this rejected?
4. Can service planning share draft light rail schedules so that meaningful public comment can be provided on the impact to people's journeys?
5. Will timed transfers (<5min) be provided between H and R Line trains at Dayton Station to facilitate alternative E Line journeys?
6. Will timed transfers (<5min) be provided between E and R Line trains at Belleview Station to facilitate alternative H Line journeys?
7. Is it proposed to retain the Free MetroRide after the downtown reconstruction project is complete?
8. Was extending the reinstated 0L to Union Station in place of the Free MetroRide considered?
9. Was extending the 43 to Auraria West station to provide alternative connections from the Five Points and Downtown to southern light rail destinations considered?
10. Was rerouting the 38 via Union Station to provide alternative connections from Five Points and Downtown to Union Station considered?
11. Was extending the 0L to run express from I-25 & Broadway to University Station to provide additional alternative service around the majority of the coping panels work considered?

12. Was providing 15 min frequency light rail service on the E and H Lines south of University Station (and the majority of the coping panel works) considered?

Finally, GDT welcomes the addition of a late night train on the N Line, which cures a long-standing discrepancy between Saturday night and midweek service. We are also pleased to see A Line consists of 4-cars running at the weekends.

Thanks for all you do,



James Flattum
Greater Denver Transit



Richard Bamber
Greater Denver Transit

CC: RTD Board of Directors
Debra Johnson, RTD General Manager & CEO.